(3) Subject to availability of land the apron at Pune airport will be extended at a cost of Rs. 2.50 crores.

(4) Projects at Planning Stage include the New Domestic Terminal Complex Phase II, construction of flyover, provision of Aerobridges and export cargo complex at Mumbai airport. The estimated cost is around Rs. 263.36 crores. Testing of the equipment for commissioning the new Air Traffic Control System installed at Mumbai at an estimated cost of Rs. 212 crores is in progress. This system is expected to be commissioned by May, 1999.

(c) A Committee has been set up by Central Government to study the need for a second airport at Mumbai and identify the location of a suitable site and the division of traffic between the existing and proposed airport.

(d) No Airlines have projected their requirement for International operations through Nagpur Airport. The passenger traffic forecasts also do not warrant starting International operations through this airport. However, the airport is capable of handling limited International Charter flights, should there be a demand for the same.

(e) Allocation of funds for projects in Maharashtra for 1999-2000 airport-wise is Rs. 2.30 crores for Nagpur, Rs. 10 lakhs for Aurangabad, Rs. 1 lakh for Pune and Rs. 42.65 crores for Mumbai airport.

Restructuring of Boards of Directors of AI and IA

2172. SHRI SANTOSH BAGRODIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have sacked and/or restructured Air India and Indian Airlines Boards;

(b) if so, what prompted Government to take such drastic steps; and

(c) how it is going to help the efficient working of the Indian Airlines and Air India?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) In order to facilitate focused attention on the specific issues to be tackled by the two airlines individually and with a view to send the right signals to potential investors in the restructuring/disinvestment process envisaged, the Government have, after giving the Matter a deep thought, decided on the constitution of two separate dedicated Boards for the two airlines as the first step. Accordingly two separate Boards have been constituted with effect from 12.12.1998. It has also been decided to induct four functional directors each in the respective Boards.

(c) Both the Airlines have their own distinct organizational, operational and functional éthos. They face distinctly different market environments as also financial and operational problems. The deci-

Procurement of Category-III Instrument Landing System

2173. SHRI BANGARU LAXMAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to procure a category-III Instrument Landing System from the US to enable aircraft to land in Zero visibility conditions; and

(b) if so, the details thereof and by when such a system is likely to be installed at the main airports like Delhi, Hyderabad, Mumbai and Chennai?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The equipment for Category-III Instrument Landing System (ILS) has already been installed at Runway 28 of IGI Airport New Delhi. However, it is at present being operated for precision Category-II approach landing since the associated lighting at